

## Our Campaign Dispatch

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MONDAY, JUNE 6, 1910.

## THE FIGHT AGAINST THE RAILROADS.

There will be a conference at the White House to-day between the President and representatives of the Western trunk line railways, against which suit has been begun by the well-meaning Mr. Wickersham under the Sherman anti-trust act. These railroads have found it necessary to increase their freight rates in order that they may be able to meet their fixed charges. They have all agreed that such increase is absolutely necessary. Agreement was necessary, not to destroy competition, as Wickersham alleged, but to preserve such stability in the transportation service as would enable the railroads to meet their obligations and safeguard the public from that uncertainty in the movement of freights which would result in panic.

The railroads have always made their rates by such agreement, and with the knowledge, if not with the express sanction, of the Federal authorities. There has been nothing hidden or secret about it. The Interstate Commerce Commission has known it all along, and has approved it specifically in the case of certain goods intended for foreign shipment. There is no other way in which the rates could be made, and there has been no serious complaint against them up to this time. If they could be kept below the actual cost of the service performed there would be no complaint now. As matter of fact, the rates are lower than the rates in any other country for like service. There has been a substantial increase in the prices of all the commodities hauled by the railroads. The cost of railroad building material has been largely increased. The wages of all the employees of the railroads have been increased. There have been corners in wheat and corners in corn and corners in cotton, combinations in sugar, and corners in stocks, all made by agreement. It is the way of trade. The railroads have found it necessary to charge more for their service now than formerly because of the very greatly increased cost of materials, wages and capital required for their extensions and improvements. In readjusting their rates they have simply followed the course heretofore assented to by the Federal authorities, or at least not objected to, and the only course they could follow without great risk to the industrial and commercial interests of the country.

It is reported that "the interests" out West have been so much pleased with the suits begun by Wickersham that they are almost ready to forgive the Winona speech of Mr. Taft. In fact, Mr. Taft thought to know by this time how much that sort of thing is really worth. Yesterday the same people who are now acclaiming the work of Wickersham were crying out for Taft's crucifixion. There is just one thought we should like to commend to Mr. Taft's consideration—may law be always a dangerous thing, whether it be invoked against the individual or the corporation. Regulate the railroads? Yes. Confiscate the railroads? No.

## COLLEGE LAWLESSNESS.

There is weeping and wailing and gnashing of teeth at Yale, and from Wesleyan there comes an echoing groan. The senior classes of both colleges are "in bad," as they say in Charlotte, and are expecting all sorts of trouble as the result of their recent orgies. The graduating class of the Sheffield Scientific School, at Yale, is responsible for the disorders there and for the disgrace which has been brought upon the Ancient Foundation to which they belong. In celebrating their annual class dinner, some fifty of these students visited a nearby amusement resort, broke down the flying "horse show," pummeled the boothkeepers and retired from the field, bloated and happy. At Wesleyan the students committed a much more serious offense against good order and common decency. A band of them, initiating some of their fellow students into the mysteries of Theta Nu Epsilon Fraternity, visited Saybrook, got very drunk and made a raid on a church and cemetery. They overthrew gravestones, violated tombs, invaded a pulpit and insulted the judge of the local court.

College justice and the strong hand of the law are being visited on the offenders. At Yale four students have been denied their degrees for leading in the disgraceful riot at the amusement resort, and the trustees have decreed that hereafter no class dinners shall be held at Yale. The Saybrook authorities are even more properly indignant. They promise the arrest of the whole class and declare that some

of the collegians will spend their summer in jail.

Due allowances ought always to be made for that spirit of foolishness which comes to the young man who is graduated from college after four or five years of hard work. He is never quite so big a fool during the rest of his mortal life, and consequently he should be given reasonable liberties for a brief season, but when he becomes a lawbreaker and desecrates things which are held sacred by every man, the law should make no allowances. He should be punished, and punished severely. Not only so, but the lawlessness fostered by such outrages as these disgrace a college and wreck its discipline. The whole student body of Yale and of Wesleyan loses a great deal of prestige by the "celebrations" last week, and the discipline of the colleges will not recover for a season.

Good men and wise men have protested of late that the college man is the lawless man and that he never recovers from the excessive liberty granted him during his academic career. Events in Connecticut indicate that these men may be nearer right in their view than the average observer would think. Clearly it is time to call a halt and to return to the old idea that a college is an institution of learning, not an amusement resort, where laws are violated and anarchy is encouraged.

## A UNION OF INVESTORS.

The Western Trunk Line Association is not the only body which is complaining of the present attack by the Government on business security. Capitalists in every part of the country and good men everywhere are becoming a bit apprehensive and are reviving all the plans for the protection of their interests which they were happily able to lay aside three years ago.

A union of investors is the latest device for the protection of business against Government, and it finds its most recent expression in a letter written to The New York Times by a business man of New York, who is evidently watching the stock market with a doubtful eye. This writer proposes that as everyone is combining against capital, capital should combine for its own protection, and he suggests the formation of an association among investors which shall look to the security of moneyed interests and the protection of business against those who violate the spirit of all law ostensibly in the interest of law.

Of course, capital has a right to combine and to organize. If laborers may unite, capitalists may, and if the men who receive wages have a right to protect their interests, the men who pay the wages have a similar right. This is common justice which no man can deny even in a day when it is customary to emphasize the rights of labor and to attack the rights of capital.

This, however, does not make the union of all capitalists desirable, even if it be possible. The wealth of the country, represented in public securities, if placed in the hands of a few men would constitute a powerful weapon, and could be used with telling effect against those who invade the rights of capital, but whenever it be so united, capital will become the target for the united opposition of every other interest.

Dispute it as we may, and dispute it as we will, there can be little doubt in the minds of many that there is to-day a deep-seated opposition to those who have money. Those who have not, be they socialists or laborers, envy the capitalist class and are waging a tacit if not an open war against it. To unite all business men for their own protection would only be to foment this opposition and to hasten the industrial war which many are dreaming.

The hope of business lies not in the complete union of capital, but in the revival of common sense. It may take years to arouse the sense of justice which should belong to every man, and it may require much industrial strife to get the equal recognition of the rights of all, but when common sense rules every man will have a right to what he can earn, be it much or little.

## NOT MINDING THEIR BUSINESS.

There was a lively tilt in the House of Representatives Saturday over the Sugar Trust prosecution. Rainey, of Illinois, a bellicose Democrat, and McKinlay, of California, a hopeful Republican, were the principals. Rainey accused McKinlay of printing a speech as his own which had been written by Attorney-General Wickersham, and McKinlay called Rainey a liar, in good parliamentary language, of course.

The difficulty grew out of charges made by Mr. Rainey some time ago to the effect that Mr. Wickersham, as a partner in the law firm of Strong & Cadwalader, had received part of a fee paid by the Sugar Trust. Mr. McKinlay explained this, and said that Wickersham only received his part of this fee, as of others, under an agreement which had been reached before he accepted government service. When he returned to the charge on Saturday, Mr. Rainey said that of course McKinlay knew what he was talking about, because Wickersham had written the speech, whereupon, rising in his place, McKinlay said that Rainey not only did not know what he was talking about, but was lying to boot, or words to that effect.

So far as we can see at this distance, Mr. Wickersham would have been a very foolish man had he not demanded the fulfillment of his agreement with his former law partners and had a perfect right to the money he collected. It would seem also that there was no more reason why he should not honorably prosecute the Sugar Trust, after accepting this fee, than there should be any reason why he should not take sides against a man whom his partners had defended while

a member of a firm with which he was no longer connected. This, however, is, by the way, and of no great importance in the circumstances. The point to notice and to which objection can very properly be made is that both Rainey and McKinlay were talking about something with which they had nothing to do.

The Constitution of the United States establishes three branches of Government, co-ordinate and co-existent, but each independent of the other. The Constitution recognizes Congress and denies its rights; it authorizes the establishment of a Supreme Court and fixes its jurisdiction; it provides for the Executive and says what the Executive may do and what it may not do. Such being the case, the Executive is not dependent upon the legislative branch of government, but has its own duties, its own rights and its own responsibilities, altogether apart from Congress. There is, therefore, no more reason why Congress should interfere with Executive Officers and tell them how to do their duties than there is why the Cabinet Officers should tell Congress what its duties are. If the Executive should mind its business, Congress should hoe its own row. It has troubles enough without finding others which do not belong to it, and it has not, at this time at least, any special claims upon the people as the champion of justice and the model of law.

## THE BEST MILK IN AMERICA.

Everybody knows that Richmond deserves the best milk in America, but few know that the city is getting what it deserves. Those who enjoy the fine milk delivered daily, in sanitary bottles, by Richmond dairymen cannot help feeling that they are getting good milk, but they hardly appreciate the real truth—that Richmond is to-day having the best milk, at the most reasonable figures, of any city in America.

This is more than a luxury. It is a great municipal asset. There are to-day in Richmond thousands of babies whose sole diet is milk. Upon the quality of the milk given depends not only their growth and health, but their very life. If the milk be bad, or even inferior, summer complaints multiply inevitably, and the mortality among children is greatly increased. If the children have good milk the mortality is reduced and their chance for life is far better.

Richmond ought to be proud of this milk and proud of the way in which it has been gained. Five years ago our milk was as bad as the average in quality and was certainly not safe for children. The dairymen were making no more money than they are to-day, and the city was suffering. Yet the change has been made, the city's health has improved and the dairymen are prospering. The City Health Department has worked assiduously, carefully and honestly, and the dairymen have co-operated, almost without exception, in improving conditions. They have done without protest, in most instances, what the Health authorities required, and have revolutionized their business with little friction.

It is a genuine pleasure to note this change and to tell the people of Richmond that we have milk which is the best that can be had. It is an equal pleasure to praise the health officers who brought about the change and the dairymen who supported them.

## THE RAILROAD BILL PASSED.

The railroad bill, much discussed and much maligned, passed the Senate Friday night, with only the votes of ten Democrats registered against it. At the last moment differences of opinion were settled, compromises were reached and most of the opposition to the bill disappeared. The debate, which had been constant in the Senate since March 15, ended amicably, and the final discussion was harmonious. Nobody was particularly rejoiced at the passage of the bill, but nobody had any heartburnings, any bitterness, any recriminations.

As it stands to-day, the railroad bill must go back to the House, where the Senate amendments will probably be disapproved. It will then be sent to conference, and there the changes made in the bill by the Senate will be fully discussed. These changes, in the estimation of the Democratic and Insurgent Senators, have greatly improved the bill. The offensive merger and pooling clauses have been stricken out, and a number of other sections, on which the stamp of the railroads was plainly written, have been omitted in the final form of the bill. The Interstate Commerce Commission is given power to begin proceedings where it thinks new rates are unjust; a Commerce Court is established, where all cases arising under the bill will be heard. In this court the Department of Justice is to direct proceedings and is, in a measure at least, to enforce the provisions of the law or to relax them as circumstances justify. This is a dangerous proceeding and one to which the Democrats properly objected until the last.

As we have said, there was no rejoicing when the bill passed. Aldrich nor Elkins, nor Cummins nor La Follette, nor Bailey, nor Bacon had a word to say in its behalf. Neither side had won a victory and neither side had met with utter defeat. The Democrats and the Insurgents declared that their fusion had made the bill what it is, and the Republicans declared that their determination had alone saved the bill from destruction, yet none seemed proud of his work.

This lack of enthusiasm indicates the real trouble with railroad legislation. In this Senate and in every other Senate since the Government's present policy of rate legislation was inaugurated. No party has been sure of itself and no leaders have been able to frame precisely what they want. There has been enough consistent opposition to defeat the ultra-railroad plans of Senator El-

kins, and there has been enough railroad influence to prevent strong government control. Between these two extremes the Senate has hesitated and has taken refuge in cumbersome and unwieldy legislation that neither accomplished its purposes nor satisfied its designers.

There has never been a successful railroad bill since this policy was begun, and there will never be one as long as the Government continues its present course. We think it is safe to predict that the new bill will be no better than the one it supplants, should it pass conference, and we venture to predict that the men who voted for it will, in many instances, be the first to disapprove it. In such a case the only hope of the Government lies in a return to the true Democratic doctrine of railroad and public service legislation—the application of the common law. The doctrine of conspiracy, which is as old as England itself, is broad enough and strong enough to meet any situation, and if it be applied it will settle difficulties and get justice where commissions are impotent and commerce courts are helpless.

## CHARLES E. DOYLE.

Charles E. Doyle, Vice-President of the Chesapeake and Ohio Railroad, died suddenly yesterday. He was fifty-nine years of age, and had been connected with this railroad for twenty years. He was master of his work, a splendid citizen, a charming gentleman, and his death will be sincerely deplored by all who knew him. The highest praise that could be given him is the praise that the people who worked under him now freely bestow upon him. They knew him and they honored him and loved him, because he was fair to them, because he did not regard them as so many cogs in a great machine, but as fellow-workers with him in a great enterprise. When it became known yesterday that he had been stricken down in the discharge of his duty, all along the lines of the railroad the men of the Chesapeake and Ohio, whatever their special service, mourned for him and prayed that he might rest well after a fruitful and sympathetic life.

## THE CARNAGE OF THE SPEED.

Five deaths and five serious accidents was the toll of the speed mania in the Eastern States last Sunday, according to scattered reports printed yesterday in the New York Times. It is probable that not 50 per cent. of the accidents were listed in this paper, and it is safe to presume that an equal number occurred in the Western States; but even taking the Times's report as complete, and the daily chapter of accidents as typical, 150 deaths the month seems a heavy toll to pay for the pleasure of speeding.

There was a striking similarity about all the stories printed in our contemporary's summary. In most instances, carriages were struck by automobiles, moving at a high rate of speed, the teams were frightened and the occupants of the vehicles were thrown out and killed or maimed for life. In more than one case the gay automobilists proceeded on their way without stopping to see what injuries they had inflicted by their reckless driving. In a few cases the same desire to "get somewhere and get there quick" led automobilists to cross railroad gradings at breakneck speed and to pay the price with their lives.

The story goes on from day to day, from city to city, until the average newspaper reader is able to guess the details with a fair degree of accuracy as soon as he reads the headlines over the story of an automobile accident.

The source of all this trouble seems to be a national misunderstanding as to the rights of automobilists in the roads. The speeders themselves, in some instances, seem to think that they have the exclusive right to the use of the roads. Violating all speed laws when they think they can do so with impunity, and utterly unkindly of the rights of carriage drivers, they tear their way over country roads at a speed which means death or injury to the occupants of any vehicle struck by them. This, of course, is true of only a few automobilists, but the latter throw discredit upon all drivers and arouse in the hearts of the country people a deep distrust for all automobilists, no matter who they are or how they drive. On the other hand, many country people forget that the automobilists have any rights to the road, and they persistently "keep to the middle of the road," no matter how loudly the automobilist in the rear may sound his horn. They are opposed to automobiles in general, and they never fail to show their dislike of the machines whenever they have opportunity to "get even." Just as the refusal of the automobilist to regard the rights of the carriage driver angers the latter, so the grim determination of the man driving a horse to show no consideration for the man who drives a car, makes the chauffeur reckless of the rights of others.

It is high time to call a halt on this state of affairs by drafting new road laws, by reaching a sane understanding and by enforcing the automobile laws to the letter. The matter has become so serious that we think these subjects should receive the attention of the authorities in every county and every city of the State. They should regulate the passage of automobiles and horse-drawn vehicles on the roads, and should fix a penalty, within their confines for either of the two which fails to abide by the laws. In addition, the

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automobilists, if they have any regard for the future of their favorite amusement, should cultivate better relations with the men they meet in the roads, and should make it plain that while they want their rights and intend to have them, they are always ready to concede the other fellow his rights and to assist him, as the law requires, when his team becomes unmanageable. Most important of all, the counties should see that the speed laws of the State are rigidly enforced. The "speed trap" is not a very commendable device, but it is frequently necessary, and if one be placed on every county road and be rigorously watched by the county authorities, it is safe to say that the carnage from the speed mania will be far less bloody.

## HERE IT IS, AGAIN.

The grand jury of Fulton county, Georgia, has begun an investigation of the money-lenders in Atlanta, and we agree with the Constitution that "it is incumbent upon us to regulate that necessary evil that revolves around the straits of the man in need, whose poverty of collateral or financial resource exposes him to the tender mercies of the money lender." We could not have said it that way; but the meaning is sound, even if the verbiage is rotten, and it is hoped that the grand jury will have great success in its work.

It is hoped, further, that the grand jury will extend the scope of its inquiry and report its findings as to the extent of the ambulance chasing business in that town. At the recent meeting of the Southern Railway surgeons here, it was said by one of the speakers that there were more ambulance chasers and shyster lawyers in Atlanta than in any other town in the country, and they are as dangerous as the pawnshop keepers. It has also been asserted by the Constitution that "murder, unafraid and insolent, stands at the elbow" in Atlanta, that the "pivotal thoroughfare" is so constricted as to "penalize" both traffic and commerce, that the railroads serving Atlanta are running with "potentially cracked wheels" on their engines, and now we are told by this authority on Georgia affairs that "the body-politic is yet teeming with rotten spots and fundamental weaknesses." It is known that the boll weevil is advancing upon Georgia without giving anybody a chance to "mentally visualize" its method of approach.

All these things are bad, very bad, and when the grand jury gets down to work it should make a careful investigation not only of the money-lenders but of all these other agencies of destruction. If, as the Constitution says, of a distinguished American now trying to save the face of Great Britain in its Egyptian policy, the report of the grand jury should be "almost undilutedly composed of bland compliments, ever discarding unpleasant topics for those breathing fragrance and searching for the flattering platitude instead of the rancorous and inflaming truth," if, we say, the grand jury should follow this plan there is no telling when anything like true reform will be accomplished in the Georgia town which would seem to require drastic treatment.

It will probably interest the Columbia State to know that the linotypes in the office of The Times-Dispatch occasionally act just as if they really had sense. We are all under obligations to them for dropping the "it" in the word "immortal." That was genius of a high and discriminating order.

Up in North Texas, we are told by the Houston Post, Cone Johnson is hailed as "The Noblest Roman of Them All." Cone is really not a Roman at all, but a Baptist in spots and a Methodist at other times. That's why he is predestinated.

Old Winter is still lingering in the lap of Summer in these parts, and it would be exactly what we should like if we only knew whether to put them on again or not.

President Taft has appointed Charles D. Norton to take the place of Carpenter as Private Secretary, and he is said to be a very fine fellow. He is the son of a Congressional minister, and that ought to be of some advantage to him in the arduous work before him. What we should like to know, however, not that we care, but just for instance, is whether he is a Unitarian Congregationalist or a Trinitarian Congregationalist. We had hoped that the President would have selected a Presbyterian this time, so that he might "get religion."

There does not seem to be any doubt now that a modus vivendi or a modus operandi or some other sort of a modus has been reached by Cone and George Bailey, of the Houston Post, to the effect that Cone will not disturb the flicker supply of the people in Houston if they will stand by him for the nomination. It is a fair trade, and with the little girls dressed in white who are distributing the cape jessamines at Cone's meetings, it looks to an outsider as if Cone would get there.

A man by the name of Davidson is running for Governor of Texas, but he has practically no chance. Cone Johnson having got the nomination clinched, thanks to the loyal support he has received from the Houston Post. Davidson made a bad break the other day when he tried to drag Senator Bailey into the scrap in his interest. Bailey is attending to the business of the people of Texas at Washington and has no time to waste on Davidson, and, besides, we have no reason to doubt that in his heart he is a Cone Johnson man. Nearly all the good citizens of Texas, whether they show it or not, appear to be for Cone.

## Daily Queries and Answers

Address all communications for this column to Query Editor, Times-Dispatch. No mathematical problems will be solved, no coins or stamps valued and no dealers' names will be given.

Birth Stone for June.  
 Please give me the birth stone for June.  
 Agate.

The Fourteenth Anniversary.  
 Is the fourteenth wedding anniversary celebrated in any particular way?  
 Ignoramus.

Dress for Informal Dinner.  
 At an informal dinner is it proper for a man to wear a shirt?  
 No. He should wear a derby or an Alpine hat.

The Panama Exposition.  
 Has Congress yet settled where the Panama Exposition is to be held?  
 No. New Orleans and San Francisco are both for this exposition.

Nobel Peace Prize.  
 Please tell me who won the Nobel peace prize the year before President Roosevelt.  
 The Baroness von Suttner.

Barbers and Preachers.  
 Would you please tell me whether there are more barbers or preachers in the United States?  
 Anxious.

Salary of the Mexican Cabinet.  
 Do the members of the Mexican Cabinet receive a larger salary than that given our own Cabinet officers?  
 Yes. The members of the Mexican Cabinet receive \$15,000 per year.

Jeffries-Johnson Fight.  
 Do you think there is any chance that the Jeffries-Johnson fight will be pulled off according to the agreement?  
 Inasmuch as the San Francisco au-

thorities and the Governor of California have refused to interfere there seems little reason to doubt that the fight will take place.

Members of the Royal Arcanum.  
 How many members of the Royal Arcanum are there in the United States?  
 At last reports there were 241,812.

Studying for the Ministry.  
 I am very anxious to enter the ministry, and I wish you would give me some information on the subject. I am twenty-four years old and have lived in the country all of my life. My friends tell me that I have oratorical gifts and they consider me pretty well educated, as a student of the public schools of the county and went for two years to an academy in my adjoining county. I know a little Latin, and can say, I think, with modesty, that I am well read in English literature. I have been preaching for several years, but have never been ordained to the ministry, and have, of course, not attended any theological school. Do you think I should ask my church to ordain me as I am, or should I get more education?

A CONSTANT READER.  
 We should strongly advise you not to attempt to enter the ministry. The ministry is one of the most exacting callings in the world and demands upon the minister a greater knowledge of the minister's own people than any other calling. If you can afford to do so you should enter some college, graduate and then pursue theological studies at one of the seminaries at your church. This will give you a better chance in the ministry and you will be more useful to your people.

CONDUCTOR'S DAUGHTER TO BECOME A DUCHESS

BY LA MARQUE DE FONTENAY.  
 The Duke de La Salle de Rochefort, who died in his old age, attempted to secure the annulment of the marriage of his eldest son, Count Marc de La Salle de Rochefort, and his wife, the daughter of the conductor of the Greek railroad line running from Athens to Larissa, for the French courts, after a considerable amount of litigation, have now decided, on final appeal, that the union is, in the eyes of the law, wholly valid, and that the Duke de Rochefort, in the heavy cost of the case, has condemned his son, Count Marc, to pay alimony to his young Greek wife and to her mother, the Countess de Rochefort, of \$5,000 a year, including the arrears, which extend over a period of three or four years.

Not is this all, for when Count Marc, in obedience to the behests of his father, the duke, abandoned his beautiful Greek wife and his little boy, he made her way to Rome, and, on the strength of her conversion to the Roman Catholic Church, and of the fact that she was a native of the Holy Father, sought the intervention of the Holy Father. Plus X received the woman and the child, espoused her cause, and, in the end, succeeded in securing the annulment of the marriage, but likewise gave peremptory instructions to the Duke de Rochefort to abstain from all attempts in the French divorce courts to invalidate the union. The duke, although he had refused to obey the Holy Father, and in consequence thereof has not only been deprived of his office as duke, but has also been excommunicated—a severe penalty, when it is borne in mind that the principal papal distinction of his family is his papal title, and the fact that one of the members of his family, St. Francis de La Salle, founder of the Order of the Visitation, has received the honor of canonization.

The house of de La Salle figures extensively in the annals of France, and in the eleventh and fourteenth centuries. Hailing originally from Urgel, he settled in the twelfth century in Beaulieu, and in the thirteenth century, the Duke de La Salle, added to the possessions of the family by his marriage with the duchess of Rochefort. But neither he nor his son inherited the dukedom, which became extinct.

In 1899 Count Louis Felix de La Salle, who was chamberlain of the Cape and Sord to Leo XIII., obtained from the latter the dukedom of Rochefort. The French government, in accordance with its invariable plan, now made a recognition of the dukedom, but refused to recognize it or to register it, and the consequence is that, although the Duke de La Salle is declared from "duke" in some of the branches of legal or official documents, such as, for instance, certificates of birth, marriage, etc., he is not recognized by the French government, and on the strength of this refusal, the count bequeathed himself that his family had sprung from Urgel, and that he was a native of the province of Catalonia, and on the strength of this applied to King Alfonso and obtained from him a recognition of his papal title of duke in Spain.

The duke who is a very rich man, owning the Chateau de Clavieres and of Doux, in the Cantal, besides the dukedom of Rochefort, is married to a daughter of the ancient house of de Rochefort, and has three sons, the eldest of whom, Count Marc, is the one who has been giving him so much trouble in connection with his matrimonial affairs. The count married the girl in Greece, and the marriage was pronounced valid by the Greek courts, but after the conversion of the girl to the Roman Catholic Church, the validity of the marriage was questioned. Moreover, the failure of the count to obtain the consent of his parents to the union no longer constitutes a sufficient ground to invalidate it in the eyes of French law.

The young count was foolish enough to visit France with his bride a year after his marriage, and shortly after his arrival there mysteriously vanished, the countess and her young son, husband, it is said, was at first put under restraint by his father, but the efforts of private friends, and the efforts of the countess, who was in any way mentally unbalanced, have manifested faith, since the Vatican has now decided, in final resort, that there is no ground whatever for questioning the validity of the marriage. The countess bears an excellent reputation, and the only possible objections to her on the part of the duke are that she is of humble birth and that she has not received the training of a woman destined to shine as a great lady of the aristocracy in France. St. Germain, and, last, but not least, that she has no fortune whatsoever.

Forced Prince's Will.  
 At St. Petersburg the sensation of the hour is the extraordinary scandal in connection with the Prince Olginski, the multi-millionaire, who died recently. It suddenly turned up under the most mysterious circumstances, and rather mysteriously, beneath almost his own feet, he was found to have a will, a fortune, including a palace at St. Petersburg, another at Moscow, a vast amount of property, to Captain Wontjarski, a morganatic relative of the imperial family, a member of the Russian army, and an officer of the crack Preobrazhenski Regiment.

Hair Story  
 Is this your sad story? "My hair is falling out terribly, and what is left is rough and thin." Now listen to our glad story: "Ayer's Hair Vigor promptly stops falling hair, destroys dandruff, keeps the scalp healthy."  
 Does Not Color the Hair  
 We publish the ingredients of Ayer's Hair Vigor. Your doctor will advise you wisely. Then follow his advice. Lowell, Mass.